

The China Mail

ESTABLISHED 1843

HONGKONG, TUESDAY, JULY 1, 1902.

日六廿月五年寅壬

PRICE, \$2.50 Per Month

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND PAST STEAM LAUNCHES.

Pumps, Feedings, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS.
60 & 62, DES VOGES ROAD CENTRAL. KOWLOON BAY.

W. S. BAILEY, M. M. M. E. O. MURPHY, M. E. M. A. M. E. M.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors.

NOTICE.

WE HAVE THIS DAY RECOMMENDED

AGENTS FOR HONGKONG.

Taiwan Stone and Shell

Lime Factory, Macau.

These limes have been tested by experts

and found to be superior to any other found

in China. All houses should be lime washed

with this lime. It gives an odor of sweet

ness and kills vermin. It is a decided

check on Plague and other pestilential diseases,

and is invaluable for building purposes,

having been tested and found to be 40 to

70 lbs to the wagon inch breaking strength.

Orders will be received and Testimonials

can be seen and Prices Quoted on applica-

tion to

C. E. WARREN & CO.,

39 Des Voeux Road Central.

Hongkong, June 10, 1902. 1273

NOTICE.

DURING my absence from the Colony,

I have from this day appointed Mr

JOHN ALLAN PATTERSON to Act as

my ATTORNEY in the MANAGEMENT of

my BUSINESS and to SIGN the Name of

my firm of E. C. WILKS & CO., p. pro.

J. A. PATTERSON.

Dated this 2nd day of June, 1902.

1181 E. C. WILKS.

BAY VIEW HOTEL.

NOTICE.

CHANGE OF PROPRIETORSHIP.

ALL Claims against the above Hotel

must be sent to the undersigned on

or before the 2nd DAY OF JULY, 1902; no

Claims received after that date will be

recognised.

And all accounts due to the above Hotel

must be settled on or before the 2nd day

of July, 1902.

A. HARPER, Proprietor.

Hongkong, June 18, 1902. 1286

IN THE SUPREME COURT OF

HONGKONG.

PROBATE JURISDICTION.

In the goods of JOHN JOSEPH FRANCIS,

late of Victoria, in the Colony of

Hongkong, Barrister-at-law, King's

Counsel, deceased.

NOTICE is hereby given that His Hon-

our the Chief Justice has, by virtue

of Section 58 of Ordinance No. 2 of 1897,

made an order limiting to the 22nd day of

AUGUST 1902, as the time for CREDI-

TORS to send in their CLAIMS against

the above Estate.

Notice is also given that all claims are to

be sent in writing to the undersigned on or

before the said 22nd day of AUGUST,

1902.

All persons indebted to the above Estate

are requested to make immediate payment

to the undersigned.

Dated 2nd day of August, 1902.

JOHNSON, STOKES & MANSTER,

12 Queen's Road Central, Hongkong.

Solicitors for T. H. WHITEHEAD,

the sole Executor.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

Chung, May 1902.

Wanted.

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a

Government Timber Mill. Must be

thoroughly acquainted with the erection

and management of Timber-cutting Ma-

chinery. Forward copies of recent testimo-

nials, and state salary required.

to DIRECTOR OF PUBLIC WORKS,

SARAWAK.

Hongkong, February 3, 1902. 256

WANTED.

ENGAGEMENT, immediate, as

GOVERNNESS.

Apply

"S. B. P."

Care of "China Mail" Office.

Hongkong, June 16, 1902. 1273

WANTED.

BY the AMERICAN TOBACCO CO.

a young ASSISTANT. Must under-

stand General Office Work and Typewriting.

Apply by letter only.

Hongkong, June 28, 1902. 1285

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

PRIMA CENTRAL

(OVER THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,

BOILER COMPOSITION,

ENGINE AND OTHER OILS,

ALWAYS KEPT IN STOCK.

THE ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

A 5 or 10 Catty Bag con-

stitutes one of the most

acceptable Presents, either

at Home.

Without doubt

this is the finest

Blend of TEA,

at the price, &

be had in China.

1902.

CUMSHAW

TEA

LANE, CRAWFORD & Co.

ARE NOW BOOKING

ORDERS FOR THE ABOVE SPECIALLY BLENDED

FOOCHOW TEA.

PRICES.

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Bag, \$17.50 Per 5 Catty Bag, \$10.00.

THE

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUOR 10 YEARS OLD

HIGH-AND-WHISKY.

FERGUSON'S

SPECIAL DREAM

BREADALBANE HIGHLAND WHISKY.

There are the finest productions of Scotland,

and avoid absolutely of all inferiorities.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers.

MUSIC LESSONS.

M. L. A. GRACE receives Pupils for

the HORN, MANOLES and

GUHARRA.

For Terms, Etc.,

Apply to THE STUDIO

"Eldon Villa"

No. 14, CAUSEWAY.

Hongkong, December 27, 1901. 2263

HONGKONG HIGHER LEVEL TRAM

WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

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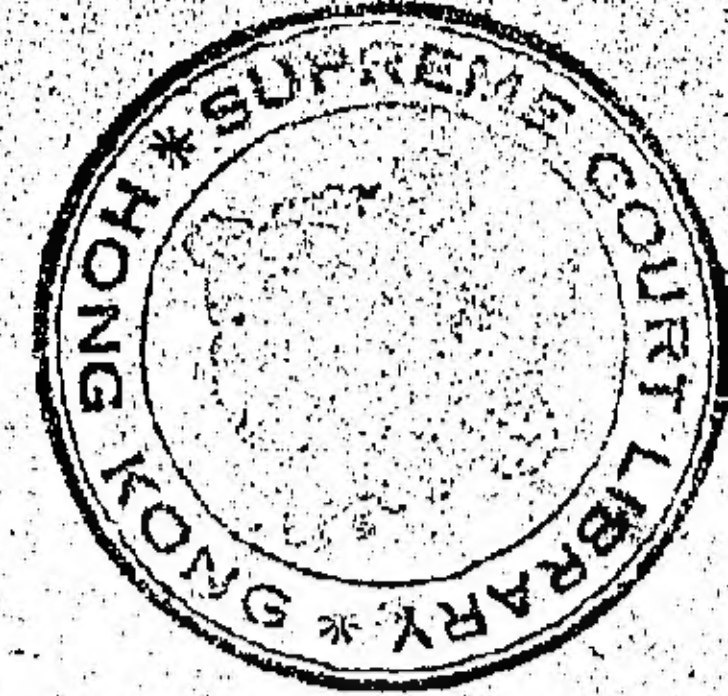
10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to

TRADE MARK.



TRADE MARK.



HAVE YOU TRIED OUR

Aerated Waters! Aerated Waters!

EXPERT SUPERVISION, MODERN MACHINERY AND PRACTICAL MANAGEMENT ARE ESSENTIAL FACTORS IN THE PRODUCTION OF A FIRST-CLASS ARTICLE; and

WATKINS, LIMITED,

HAVE INTRODUCED ALL THESE FOR THE PURPOSE OF MANUFACTURING

AERATED WATERS

Of Unsurpassed Quality.

THE WATER USED IN THE MANUFACTURE IS FILTERED THROUGH A COLOSSAL PATENT BERKEFELL FILTER. ABSOLUTE PURITY IS THEREFORE GUARANTEED.

Factory: No. 4, WYNDHAM STREET.

WATKINS, LIMITED, Apothecaries Hall, 66, Queen's Road

REDUCED SHIPPING RATES.

The Conference which met in Manchester on March 14 and April 16 to consider the question of shipping rates has justified the action of those who conceived the idea of calling it together. The Committee elected by the Conference set to work in a practical manner. They determined that the shipping rates which controlled shipments from Great Britain to China and the Far East required their first attention, therefore the leading item on the agenda was "no preferential shipping rates from New York, as against Liverpool, to China." A delegation from the Committee met Mr. Alfred Holt and others at Liverpool on May 7, and the outcome of the meeting is the announcement that China Conference boat freights are to be immediately reduced to practically the level of New York rates. Eight months ago the rate from Liverpool to China or Japan was 65s. per ton of 10ft. At the beginning of November, in response to the urgent representations of certain Manchester exporters, the rate was reduced to 55s. Now this, the "Manchester Guardian" states, is to be reduced to 45s. per ton, a level which has not been reached for many years. "Light freight" is to be 30s. for China and Japan, instead of 40s. The special feature in this re-arrangement of freights is, however, that grey shavings and grey drills, the goods that are being shipped from America to the East in such large quantities, are to be carried for 25s. provided the measurement is under 12cwt. for 10ft. To all merchants who accept rebates from the China Conference ring—that is, to all those who resist the temptation to ship by other than China Conference boats—these rates are subject to a return of 10 per cent at the end of each half-year. Therefore, the 25s. rate works out at 22s. 6d., this being practically the equivalent of the New York to China rate. It may be mentioned that the reductions will also benefit exporters to Penang, Singapore, and the Straits generally, where the rates heretofore will be 40s., 27s. 6d. (light freight), and 25s. for grey shavings and drills.

PEOPIET ACTION

in dealing with what may be only a slight cough will often avert, some more serious illness.

STEARNS' COUGH CURE

is just the thing for this, it is always speedy and effective. Wholesale from A. B. Watson & Co., Ltd., Hongkong.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	F.H.P.	Captain.	Last report at.
Albatross	despatch vessel	1700	—	3000	Comdr. Seymour E. Baskin	Japan
Albatross	battleship, 1st class	12,500	16	13,500	Comdr. Walter Carey	Shanghai
Albatross	cruiser, 2nd class	4500	10	5000	Captain J. Martin	Shanghai
Albatross	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Japan
Albatross	cruiser, 1st class	9000	12	13,000	Captain F. H. Henderson	Japan
Albatross	gunboat, 1st class	710	6	1200	Lieut. Com. F. M. Leslie	Tientsin
Albatross	gunboat, 1st class	710	6	1200		Pootung
Albatross	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tudor	Amoy
Albatross	water tank and tug	350	—	300	Master T. Passmore	Hongkong
Albatross	cruiser, 2nd class	5600	11	9600	Captain R. H. S. Stokes	Hongkong
Albatross	3rd class coast defence	340	3	800	Lieut. Com. Godfrey	Hongkong
Albatross	ship	1070	10	1400	Comdr. Barton	Hongkong
Albatross	torpedo boat destroyer	350	4	5700	Fleet Reserve	Hongkong
Albatross	cruiser, 3rd class	1580	12	3200	Comdr. J. Graham	Hongkong
Albatross	gunboat, 2nd class	455	4	360	Lt. Com. C. B. Benty-Pownall	Hongkong
Albatross	battleship, 1st class	12,500	16	13,500	Captain W. A. Carter	Japan
Albatross	battleship, 1st class	12,500	16	13,500	Captain Lewis Wintz	Japan
Albatross	torpedo boat destroyer	275	6	4000	Lieut. Com. G. O. Hardy	Wohaiwei
Albatross	torpedo boat destroyer	275	6	4000	Fleet Reserve	Wohaiwei
Albatross	store-ship	1640	—	800	Comdr. H. J. Davison	Hongkong
Albatross	cruiser, 2nd class	3000	16	9000		
Albatross	torpedo boat destroyer	250	6	3900		
Albatross	river gunboat	180	2	800		
Albatross	river gunboat	180	2	800		
Albatross	ship	1070	10	1400		
Albatross	battleship, 1st class	12,500	16	13,500		
Albatross	torpedo boat destroyer	350	6	6370		
Albatross	ship	1015	6	1400		
Albatross	cruiser, 2nd class	3500	8	7000		
Albatross	Surveying vessel	835	6	650		
Albatross	ship	980	10	1400		
Albatross	river gunboat	85	2	240		
Albatross	river gunboat	280	6	1400		
Albatross	river gunboat	85	2	240		
Albatross	gun-turret, 2nd class	85	2	240		
Albatross	torpedo boat destroyer	755	2	870		
Albatross	torpedo boat destroyer	290	6	6500		
Albatross	cruiser, 2nd class	6600	11	9600		
Albatross	receiving ship	4650	—	—		
Albatross	river gunboat	180	2	800		
Albatross	gun-turret, 1st class	11,300	13	25,000		
Albatross	coast defence gunboat	383	3	200		
Albatross	ship	980	10	1400		
Albatross	ship	620	—	450		
Albatross	torpedo boat destroyer	340	6	5900		
Albatross	coast defence ship, armoured	275	4	1091		
Albatross	river gunboat	190	2	350		
Albatross	river gunboat	150	2	350		

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, R.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, R.C.M.G.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Emetic Affections.

DINNEFORD'S

MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout, and Gravel.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick.

Sickness of Pregnancy.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcuts.

(Reprinted from the China Review.)

One of the Best Sketches of Formosa Life yet written.

Price 1s. 6d.

Order from Messrs. W. & A. G. Watson & Co., Ltd., Hongkong.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

VINOLIA SOAP Is Unsurpassed for the Complexion.

VINOLIA SOAP Keeps the Skin as Soft as Velvet.

VINOLIA SOAP Lasts well, and does not dry or irritate the most Sensitive Skin.

VINOLIA SOAP Is a Luxury for the Toilet.

VINOLIA CREAM for Itching, Prickly Heat, Sunburn, etc.

VINOLIA POWDER, for Redness, Roughness, Toilet, Nursery, etc.

SOLD EVERYWHERE.

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it!

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER

Established over Half a Century

Milkmaid

BRAND

Milk

Guaranteed Full Cream.



Largest Sale in the World.

VICTORIA RECREATION CLUB.

Annual Meeting.

The annual meeting of the members of the Victoria Recreation Club was held in the Club Gymnasium, at Kowloon, last night. Mr. T. H. Reid, Acting Chairman, conducted the meeting, and the other members of committee present were—Messrs W. S. Bailey, M. McIver, E. M. Hazland, H. W. B. Kennett and F. W. White, Hon. Secreary.

The Chairman, after the notice convening the meeting had been read, said that the Committee had no connection with a printed list of names suggested for the Committee which had been put into circulation without authority. The Committee had no desire to influence the meeting in any way, nor had they the desire to be selected by any subcommittee of that sort. (Applause.)

The report and accounts for the past year were then formally submitted.

The Chairman said that, before referring to these in detail, he, as the Chairman, would make reference to some of the losses the Club had sustained during the past year. In the first place, by the death of Captain Hastings, they had lost one of the best and most popular chairmen the Club ever had. Hon. H. K. Pollock, who succeeded him, promised to be a very excellent chairman, and it was their misfortune that he was promoted to Fiji as Attorney General. He took a great interest in the affairs of the Club and presented a cup for competition in order to promote the sport for which the Club was brought into existence. In Mr. Sargent's, who at last meeting was elected hon. secretary, the Club had promised a very excellent secretary, but unfortunately he had to leave on account of ill health, and he (the Chairman) was sure Mr. Sargent had the sympathy of all of them. (Applause.) It was scarcely necessary for him to recapitulate the reports of the sub-committees. The Regatta was a success from a review point of view largely owing to the hearty co-operation of the Hongkong Boat Club. At the next regatta he hoped they would be able to turn the tables on the younger Club and carry back the challenge cup. (Applause.) The bath-house had been largely patronized. The committee hoped, however, to see greater interest taken in the gymnasium and other branches of the Club. The committee would like to see members taking a greater interest in rowing than they had for a month or so before the regatta. Unless members co-operated heartily it would be impossible to fill the boats at the regatta as they had done in past years. (Applause.)

Cricket should be raised and crews got together for matches which should be arranged during the off season. There was another important matter which must receive the attention of the committee in the coming year. Work at the Naval Yard was progressing so favourably that they hoped in a few months to be able to start the construction of the new bath. It would be completed, but open to the air, 120 feet long, 32 to 35 feet broad, with a uniform depth of 9 feet. The water could be changed either by means of the pumping machinery. As soon as the foundation was prepared, a start would be made with the club-house, which would be a very handsome structure. That, of course, meant spending money. He had before him a letter from the architects, Messrs. Denton, Bain and Gillis, giving some details of the cost. The cost would have to be partly raised this year. The estimated cost of the house was \$35,000; bath, \$6,000; pumping machinery, \$2,000; architects' fees, \$2,000; in all, \$45,000. They understood from Mr. Ordish that besides the \$21,500 to be paid by the Admiralty there would probably be a small balance on account of the filling of the site. To meet that expenditure of \$24,500, the Club had a balance in hand of \$27,500, roughly speaking, and the \$21,500 referred to, which yielded \$16,383 and brought the amount up to about \$24,000. So that during the current year they would have to raise a sum of nearly \$21,000. An appeal would probably be made to the public for assistance in rebuilding the club-house. A change in the rules was already notified. He did not know exactly the title on which they held their site, but he thought it would be obvious to everyone it was extremely undesirable that the Club, considering its proximity to the Naval Yard and the fact that this was one of the most important sites which they were getting as a gift, that it should pass into the hands of what he might term aliens. There was no blow aimed at any particular nationality or section of the Club. There was no desire to break down the cosmopolitan nature of the Club. Nor would the proposed alterations make any radical change in the constitution of the committee, for there had never been more than one or two foreign members on them at one time. There were reasons known to the committee which would be impossible to bring forward in public why there should be as strong a British committee as possible to carry on the work during the next year or so. It was obvious that in a British Colony like Hongkong where they had a splendid site gifted to them by the grace of the Government and the Admiralty they should do what they could to prevent any possibility of that site being taken away. It would strengthen their position, too, when they came to make to the public that appeal for funds, for they would meet with a ready response than they would if they had a foreign committee. The second resolution was brought forward to prevent an abuse which would have to be dealt with strongly if the Club was to exist at all. The third resolution was to prevent certain men taking advantage of the Club, who had withdrawn because of its present situation

and intended to rejoin later on. The Chairman then moved the adoption of the report and accounts.

Mr. J. C. O'Connell, and the motion was unanimously agreed to. The Chairman then moved the first resolution as follows:—*Resolved*, That the members of the Club, who are not British subjects, shall not be entitled to vote at general meetings, and shall not be eligible to serve on the General or Electing Committees of the Club, and no existing member of the Club, who is not a British subject, shall be eligible for election to the General or the Electing Committees. He said he had been requested to bring the resolution forward himself, but he should like it to be understood that, although he did so, he had no animus against any member of the Club or any nationality. His desire, like the other members of the Committee, was to do his utmost to help the Club during the coming years. If they did not like the proposal, they need not pass it. Members should express their opinion on the rule, should express their opinion on the rule, should express their opinion on the rule.

Mr. J. W. Osborne said he opposed the motion, and he thought British subjects, members of the Club, were entitled to the rule. The rule had a tendency to discriminate against good members of the Club. The Club had been in existence for a good many years now, and it had never been found necessary to bring forward such a resolution. In the Chairman's proposal, reference was made to Captain Hastings. He (the speaker) did not know if anyone had done more for the V. R. C. than Captain Hastings. (Applause.) During his administration, he never saw it that such a resolution should be brought forward, and the question was, why, at this late day, when the Club had such brilliant prospects before it, they should introduce such a resolution. There were men belonging to the Club who were not British subjects, but were equally loyal with British subjects, and he would like to see them vote against the resolution. (Applause.) The Club had always been cosmopolitan; let it remain so. He himself was born under the British flag, and was just as good a Britisher as anyone in the room (applause), and he would like to see the members to vote against the resolution. The Chairman—Do you move an amendment to the resolution, or would it meet your views to strike out the last clause? Mr. Osborne—This distinguishes all the members after the last of July. The Chairman—No; if you strike out the last clause it won't include any of the present members of the Club. Mr. Osborne—I wish to state here that I don't care for any bit of the resolution, and I wish all British members to vote against it.

Mr. H. Lamont seconded Mr. Osborne's amendment—the previous question. Mr. Osborne—I did not move an amendment; I simply ask the vote to be taken. Mr. E. M. Hazland said that he had never been connected with any club where a section of its members were not allowed to have a vote at its general meetings. (Applause.) He objected to the resolution in so far as it forbade British members from having a vote at the Club's general meetings, but he had no objection to the general and electing committees being composed entirely of British subjects. He moved an amendment accordingly.

Mr. Osborne seconded. On a division between the two amendments 29 voted for Mr. Mitchell's and 14 for Mr. Osborne's. The Chairman—With the consent of my second, I am quite willing to withdraw my proposal as submitted and accept Mr. Mitchell's amendment. (Applause.) Mr. Mitchell's amendment was then declared carried.

The Chairman then moved the second resolution as follows:—*Resolved*, That no candidate shall have the privilege of the Club unless he comes under the provisions of Rules 5 and 6, or unless with the permission of the General Committee, which permission may be cancelled at any time.

Mr. J. W. Osborne seconded, and the motion was carried. The Chairman next moved the third resolution as follows:—*Resolved*, That the members shall pay an entrance fee of \$20, payable in advance. This, he said, meant an increase of \$12. It was a net off against those who had left the Club before of its present position with the intention of rejoining when they got into the new premises and also to prevent the entrance of undesirable members. Besides, there was not another Club in the Colony where such facilities as theirs were to be had for \$20 a year.

Mr. F. M. Ross seconded. Mr. Osborne supported the resolution, saying that if any one was not willing to pay for the privilege of joining the V.R.C. they were better off without him. (Applause.) The motion was carried. It was agreed to exempt candidates whose names are at present on the brand from the increased rates.

The Chairman said that the Committee in coming about to select whom they could get as a successor to Hon. H. E. Pollock found considerable difficulty in getting a gentleman who would allow himself to be nominated. He had now the pleasure, however, of introducing to them Mr. F. H. May, who was also president of the Yacht Club and the Hongkong Boat Club had allowed himself to be brought forward. (Applause.)

He thought the Club was very fortunate in getting a gentleman of Mr. May's standing and reputation as Chairman. Mr. May was a good sport, and, as they all knew, had done a good deal to promote sport in the Colony and was well liked in all the sporting Clubs with which he was connected. He (the Chairman) had therefore much pleasure in proposing him as Chairman of the Victoria Recreation Club. (Applause.)

Mr. E. Lamont seconded, and the proposal was carried with acclamation. Mr. White was re-elected hon. secretary and Mr. Mitchell was elected treasurer. A vote of thanks being awarded to Mr. W. H. Potts, the retiring treasurer, for the work he had done for the Club in the past.

The Committee were then elected by ballot, with the following result, viz:—General Committee—Messrs W. S. Bailey, E. M. Hazland, A. Denison, G. A. Caldwell, and H. W. B. Kennett. Electing Committee—J. Hance, C. Hance, A. Humphreys, T. Henson, A. Hance, H. A. Lamont, T. Meek, W. Ordish, A. P. Nobbs, and J. Redie. This was all the business.

The longest animal known to exist at the present time is the ropana, which averages 10 ft. in length.

DYSENTERY CAUSES the death of more people than small pox and yellow fever combined. In an army it is dreaded more than a battle. It weakens, demoralizes, and effective treatment. Chamberlain's Colic, Cholera, and Diarrhoea Remedy has been used in nine epidemics of dysentery in the United States with perfect success, and has cured the most malignant cases both of children and adults, and under the most trying conditions. Every household should have a bottle of it. Get it today. It may save a life. For sale by All Dealers; WATKINS Ltd., General Agents.

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, May 30.

Who tore the airship? M. Santos Dumont insists that he has been the victim of an almost impossibly cruel and meaningless outrage. He says he might have expected such a thing in France, but not in England. His balloon, up to Monday last, had been for seven or eight weeks on view, fully inflated, in the Concert Hall of the Crystal Palace, its working being explained to the public by the two mechanicians in charge of it. On Tuesday morning, it was taken down, emptied and rolled up for transfer to the shed in the grounds whence the ascents, now indefinitely postponed, were to have taken place next week. In the unrolling it was discovered to have been cut, according to M. Santos Dumont—torn, according to other experts—so as to become useless. This means that the perilous experiment of ascending is indefinitely postponed. If the owner's theory, which the police decline to accept at present, be correct, that the envelope was maliciously cut, cuts at all events can be rapidly repaired in so tough a material. It seems more probable that the silk had rotted during the weeks that it hung in a heated exhibition room. At any rate, the excuse must be accepted and we are not to have the ascents. No one will be sorry. After recent aeronautic disasters, there seems more ground than ever for believing that a gigantic clumsy bag filled with inflammable gas is an exceedingly perilous thing to take with one in a flight through the air, almost unmanageable, always explosive, and at the mercy of too many accidents from heated motors, complicated contrivances and the atmospheric conditions of moisture, wind and temperature.

The annual dinner of the Corona Club, a reunion of officials of the Crown Colonies, will be held this year on Wednesday, June 11. This is about a fortnight earlier than usual, and will be too soon for several visitors who will be here for later celebrations. Mr. Chamberlain was disappointed of the dinner last year, by an attack of his old enemy the gout, and the same foe is assailing him again. I trust the gout will leave him before the next ten days are passed, for the great charm of the Corona Club is that the strict limitation of the speeches leaves ample opportunity for informal chat, and the Colonial Secretary is adept in the gentle art of making conversation pleasant. The Club is now in its third year, and there are many retired civil servants from the Colonies who look forward to this yearly opportunity of meeting those who are still ardently working, and ascertaining that their successors are underpaid and overworked, as they themselves once were, and, in fact, every man of us is now. I never met a man who was not. If you are inquisitive enough to wish to know a friend's income, you can always learn it exactly by asking him how much a man in his position ought to get, and dividing the sum by two.

During the meeting of the Cabinet Council on Tuesday, two cats, one from the official residence of the Chancellor of the Exchequer and the other from that of the First Lord of the Treasury, had a battle royal in Downing Street and the Exchequer cat, 'Black Michael,' easily defeated the other. This may be an omen that, in spite of dissensions in the Cabinet, Sir Michael Hicks Beach will not resign. This view has been put forward, but I am in a position to state that the incident has no political significance whatever. (Is it necessary to underline jokes?)

So far the only royal personage who has reached London for the coronation is His Majesty King Lewanika, a man and a brudder from Barotseland. H.M., it is said, was till recently a cannibal, and a practical believer in the Imperialist policy of the absorption of the Native Races. He absorbed a good many himself. Now he is enjoying the sights of London in the character of a twelfth-century gross widower, leaving in Africa a dozen gross widows and any number of little grasshoppers. He is, of course, quite civilised now, and with no subjects to devour, adopts the garb of the flannelled dandy—gentleman, and has learned the difference between being only a sort of a king and the substantial honour of being or having been, say, Mayor of Birmingham.

A Berlin paper says that certain citizens of New York are to present the Kaiser with a statue of George Washington as a grateful acknowledgment of

the kindness of William, the Second in giving the United States an image of Frederick the Great, a somewhat sarcastic return, considering that the immortal George, who could not tell that sort of thing, described Frederick as a tyrant who sacrificed thousands of lives to his ambition and despotism. Some Americans say they would rather the Kaiser gave them a figure of Koscusko, who fought for them in the war of Independence. This would scarcely do, as K. was a lifelong enemy of Frederick up to the time he was defeated at Maciejowice, and retired from active life, exclaiming 'Finis Poloniae.' Probably at this time no one of the three heroes in question cares the end of a polony about the affair.

The Shah is being feted in Berlin, and the Fatherland is impressing him as far as possible with the idea that the aims of Russia and England in the region of the Gulf are selfish in the extreme, while the very similarity of name should prove Prussia the true friend of Persia. There is a triangular duel to be fought round Bander Abbas, and each of the contestants is striving to gain the goodwill of the owner of the ground. Germany will prove that Russia is striving for military predominance and Britain for commercial, while the philanthropic empire has no other wish than to give Persia the inestimable privilege of buying cheap all sorts of pretty things made in Germany. One thing is clear, that to a trading nation, few assets are equal to that of an active, intelligent and versatile emperor.

JAPANESE STEAMERS IN COLLISION.
A Number of Passengers Missing.
Chenulpo, June 13.—The O.S.K. steamer *Kinokuniwa-maru*, which left here at noon on the 11th inst., came into collision with the O.S.K. *Arakawa-maru* off Osei Island (in the Imperial Archipelago) about twenty miles from Chenulpo, during a dense fog about 11 p.m. on the same day.

The *Kinokuniwa* sank in two minutes. Sever of the crew, including the Chief Engineer, together with three Japanese, fifteen Koreans and seventeen European passengers, are missing.

Nineteen passengers, including one European, three Japanese and fifteen Koreans, were rescued by the *Kinokuniwa* and brought here last evening.

The *Kinokuniwa* and the cruiser *Chidashi* proceeded this morning to the scene of the wreck.

According to news reaching the head office of the Osaka Shosen Kaisha early yesterday morning, 18 passengers (out of a total of 46) and 8 of the crew (out of a total of 26) are missing. A Korean passenger on the *Kinokuniwa* was drowned, and a Japanese passenger is missing. The *Kinokuniwa* sustained only slight damage to her bow. She rescued 28 of the passengers and crew of the *Kinokuniwa*, and conveyed them to Chenulpo.

Five of the crew of the *Kinokuniwa* remained on Osei Island for the purpose of searching for the missing passengers and crew. The *Kinokuniwa* proceeded to the scene of the disaster on the morning of the 12th.

The *Kinokuniwa* sank about three miles north-west of Osei Island. In the opinion of the captain of the *Kinokuniwa*, there is no hope of the *Kinokuniwa* being raised. *Hindostani* has also proceeded to the scene of the disaster.

The *Kinokuniwa* left Chenulpo on the morning of the 11th for Mokpo. She carried nine bags of mail and 2,483 bags of cargo. She was built at Osaka in March, 1890, at a cost of a little over yen 60,000. Her registered tonnage was 346—*Kobe Chronicle*.

In its issue of the 14th ult., the *Chunichi* said:—According to a telegram from the Japanese Consul at Chenulpo with reference to the collision between the O.S.K. steamer *Kinokuniwa* and *Arakawa-maru*, as a result of which the latter vessel was sunk, it appears that the loss of life was not so serious as the first telegram stated.

The Japanese Consul gives the total number of passengers missing as twelve, three being Japanese, eight Koreans and one American.

On inquiry at the Kobe branch of the Osaka Shosen Kaisha yesterday afternoon, our representative was informed that the Company had received no further details of the disaster.

Messrs. Hapgood and Able, of the Trade Office of the Osaka Shosen Kaisha, and Mr. Yanaguchi, of the Kobe branch, with twelve directors from Kobe, proceeded to Chenulpo on Saturday morning by the *Shinkansen*.

A SEVERE SPRAIN USUALLY disables the injured person for three or four weeks. Cures have often been effected in less than one week by applying Chamberlain's Pain Balm. This liniment has great healing powers. One application given relief. Try it. For sale by All Dealers; WATKINS Ltd., General Agents.

THE HONGKONG DOCKS.
AN INTERESTING RECORD.
Reprinted from the 'China Mail'.
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NOW READY.

To-day's Advertisements

THE General Officer Commanding in China is desirous of engaging a competent **ARCHITECTURAL DRAUGHTSMAN** for service in Hongkong.

Terms of employment can be ascertained on application to the Commanding Royal Engineer, Headquarters Office.
Hongkong, July 1, 1902. 1379

WANTED.
A GOOD SECOND-HAND FIRE-PROOF SAFE.

Address: **SAFE.**
Care of 'CHINA MAIL' Office.
Hongkong, July 1, 1902. 1372

WANTED.
COMPRADORES to handle a Specialty at Outposts.

Address: **SPECIALITY.**
Care of 'CHINA MAIL' Office.
Hongkong, July 1, 1902. 1371

WANTED.
A MAN who is familiar with the Sale of Sewing Machines. Must be competent to manage an Office at an Outpost. Security required. State salary expected and give references.

Address: 'S. M. C.'
Care of 'CHINA MAIL' Office.
Hongkong, July 1, 1902. 1373

NOTICE.
WE have this Day been appointed **AGENTS** for the **MANCHESTER ASSURANCE COMPANY**, and are prepared to accept risks at Current rates.

Address: **ALEX. ROSS & CO.**
Hongkong, July 1, 1902. 1374

NOTICE.
I HAVE this Day Established myself as a **MERCHANT** and **COMMISSION AGENT** under the Style of **ALEX. ROSS & CO.**

Address: **ALEX. ROSS.**
Hongkong, July 1, 1902. 1375

NOTICE.
I HAVE this Day commenced **BUSINESS** as the **COLONY** as General Printer and Publisher.

Address: **L. NORONHA.**
41, DES VERNES Road, Central.
Hongkong, July 1, 1902. 1370

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.

The Company's Steamship **THALES**, Captain ROSS, will be despatched for the above Port on **THURSDAY**, the 3rd Inst., at 11 a.m.

For Freight or Passage apply to **DOUGLAS LAFRAIR & Co., General Managers.**
Hongkong, July 1, 1902. 1378

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOOCHEW.

The Company's Steamship **HAITAN**, Captain ROSS, will be despatched for the above Ports on **FRIDAY**, the 4th July, at 11 a.m.

For Freight or Passage, apply to **DOUGLAS LAFRAIR & Co., General Managers.**
Hongkong, July 1, 1902. 1377

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AIRLIE, Captain ST. JOHN GEORGE, will be despatched for the above ports on **THURSDAY**, the 17th July, at 10 a.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA STEAMSHIP COMPANY and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**
Hongkong, July 1, 1902. 1369

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER PEKIN.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From PERIAN GULF or S.S. *Pachanga*, Goods not cleared by the 7th July, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no Claims will be recognized.

E. A. HEWETT, Superintendent.
Hongkong, July 1, 1902. 1366

To-day's Advertisements

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction,

on **SATURDAY**, the 5th July, 1902, at 2.30 p.m., at his Sales Room, Duddell Street, a **QUANTITY OF HOUSEHOLD FURNITURE**

(Removed to SALES ROOMS for convenience of sale.)
Full Particulars in Catalogue. On View from Friday, the 4th July. Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.
Hongkong, July 1, 1902. 1376

ZETLAND LODGE.
No. 525, F.C.

A REGULAR MEETING of ZETLAND LODGE will be held at FREEMASON'S Hall, Zetland Street, **THIS EVENING**, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, July 1, 1902. 1332

NOTICE TO CONSIGNEES.
'GLEN' LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Company's Steamship *Glenroy* having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

(Goods not cleared by the 7th Instant will be subject to rent. No Fire Insurance will be effected. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognized.)

MCGREGOR BROS. & GOW,
Hongkong, July 1, 1902. 1365

'FABER' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S. S. HEATHBURN.
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & Co., Ltd., Agents.**

Hongkong, July 1, 1902. 1367

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO & SINGAPORE.

THE Company's Steamship *Tamaki Maru* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-morrow.

Goods not cleared by the 8th Inst., will be subject to rent.

All Ship-damaged Packages must be left in the Godowns and Notice of same sent to this Office before the 11th Inst., or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, July 1, 1902. 1368

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By G. TAYLOR, I. M. C. S. S. S. With Woodcuts.
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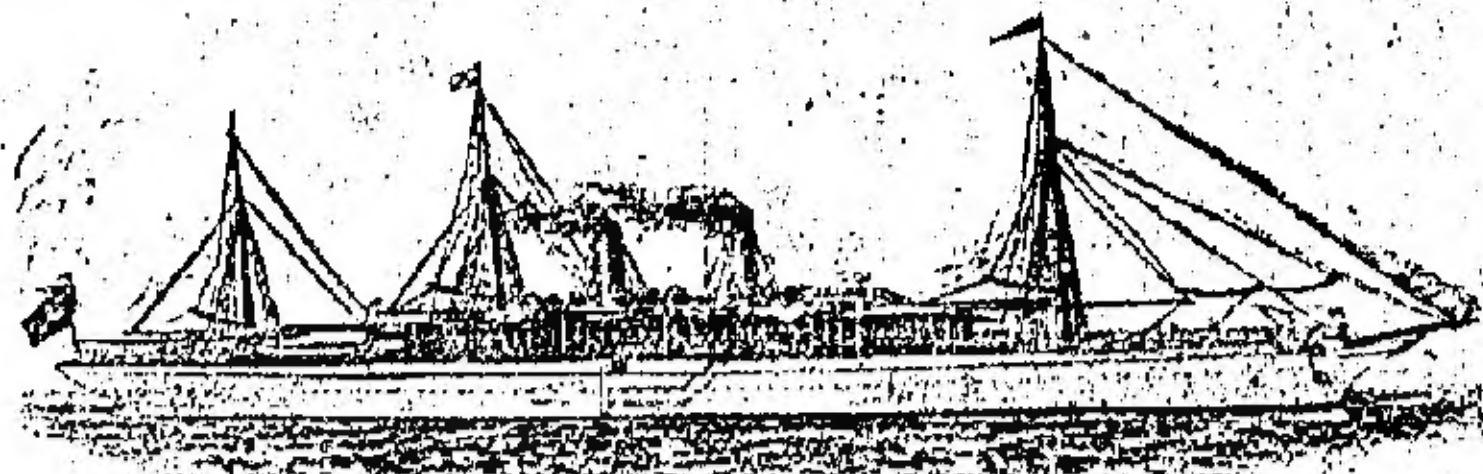
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We build pianos as well as import them. Knowing what effect the climate has upon pianos, we are able to rectify any small faults in construction, and so can offer the public a good, sound, solid made piano at a reasonable figure.

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R.M.S. EMPRESS OF CHINA, Capt. H. P. Smith, R.N., SATURDAY, July 13.
R.M.S. EMPRESS OF INDIA, Capt. H. P. Smith, R.N., WEDNESDAY, Aug. 6.
R.M.S. EMPRESS OF AUSTRALIA, Capt. H. P. Smith, R.N., WEDNESDAY, Sept. 10.

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CALLING AT SINGAPORE AND PENANG.

S.S. *Scythia*, Capt. Schmidt, 15th July, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Stella*, Capt. Baile, 20th July, 1902. Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *C. Ferd. Jacobi*, Capt. Fuchs, 14th August, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Wurzburg*, Capt. von Bismarck, 25th August, 1902. Freight and passengers.

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STEAMSHIP. Tons. CAPTAIN. HONGKONG.

INDRAVILLI, 4,899 W. E. Craven, R.N., July 26, 1902

INDRAPURA, 4,898 A. E. Hollingsworth, August 11, 1902

INDRASAMHA, Alfred Horsfall, September 15, 1902

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and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 26th June, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

TAMBA MARU, Capt. W. W. Wale, KORE AND YOKOHAMA, FRIDAY, 4th

KUMARO MARU, E. W. H. Wale, SYDNEY AND MELBOURNE, SATURDAY, 5th

SADO MARU, W. Thomson, TOWNSVILLE AND BRISBANE, July, at Noon.

SHINANO MARU, M. J. Cusack, MARSEILLES, LONDON, and ANTWERP, SATURDAY, 12th

MUKE MARU, M. J. Cusack, U.S.A. via SHANGHAI, MOI, KORE and YOKOHAMA, MONDAY, 14th

KANUKI MARU, M. J. Cusack, KORE and YOKOHAMA, TUESDAY, 15th

MIYOSIMA MARU, T. M. Butler, KORE and YOKOHAMA, FRIDAY, 18th

IBUMI MARU, C. H. Butler, BOMBAY via SINGAPORE and BOLEMO, FRIDAY, 18th

KASUGA MARU, H. Fraser, NAGASAKI, KORE AND YOKOHAMA, FRIDAY, 25th

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Charter Road.

Hongkong, July 1, 1902.

A. S. Mihara, Manager.

Shipping.

OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS.	DATE
GLASGOW AND LIVERPOOL	ULYSESS	5th July.
GLASGOW AND LIVERPOOL	TELMACHUS	11th July.
GLASGOW AND LIVERPOOL	TYDES	17th July.
GLASGOW AND LIVERPOOL	PYRRHUS	23rd July.
GLASGOW AND LIVERPOOL	ANTENOR	31st July.
GLASGOW AND LIVERPOOL	DARFANUS	8th August.

FOR	HOMWARDS.	TO SAIL
LONDON	STENTOR	3rd July.
LONDON	ALCIBIUS	10th July.
LIVERPOOL DIRECT.	ALCIBIUS	20th July.
(Taking Cargo at London Rates).	ALCIBIUS	20th July.
LONDON	STENTOR	22nd July.
LONDON AND ANTWERP.	ULYSESS	5th August.
LIVERPOOL DIRECT.	TELMACHUS	19th August.
(Taking Cargo at London Rates).	TYDES	20th August.

For Freight, apply to
HONGKONG, July 1, 1902.
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMER	TO SAIL
SHANGHAI	WIMMOA	4th July.
TIENTSIN	KWENYANG	8th July.
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE & ADELAIDE	TAIYEN	26th July.

The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.

Taking Cargo and Passengers at through rates for New Zealand Ports.

Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, July 1, 1902.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEL, SUEZ, PORT SAID,
NAPLES, GENOA, ANVERS, BREMEN, HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND
PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PRINZ HEINRICH	THURSDAY, 10th July.
SACHSEN	THURSDAY, 24th July.
KLAUSCHOU	THURSDAY, 7th August.
BAYERN	THURSDAY, 21st August.
KONIG ALBERT	THURSDAY, 4th September.
PRINZESS IRENE	THURSDAY, 18th September.
DANUBIUS	WEDNESDAY, 1st October.
PREUSSEN	WEDNESDAY, 15th October.
HAMBURG	WEDNESDAY, 29th October.
KARLSRUHE	WEDNESDAY, 12th November.

On THURSDAY, the 10th day of July, 1902, at Noon, the Steamship
PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain R. HEINRICH
with PASSENGERS, STEEL, and CARGO, will leave this Port as above,
calling at SUEZ and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 8th July, Cargo
and Space will be received on Board until 5 p.m. on WEDNESDAY, the 9th July, and
Passes will be received at the Agency's Office until Noon on WEDNESDAY, the 9th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship is splendidly accommodated and carries a Doctor and Stewardesses.
Linen can be washed on board.

For further particulars, apply to

Norddeutscher Lloyd,
Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Island Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captain. Proposed Sailing.

Olympic, 2837 J. T. Robinson, July 2, 1902

Olympic, 2837 G. E. Warner, July 12, 1902

Olympic, 2837 J. S. Cox, Aug. 2, 1902

Olympic, 2837 J. S. Cox, Aug. 12, 1902

Olympic, 2837 J. S. Cox, Aug. 22, 1902

Olympic, 2837 J. S. Cox, Aug. 31, 1902

Olympic, 2837 J. S. Cox, Sept. 10, 1902

Olympic, 2837 J. S. Cox, Sept. 20, 1902

Olympic, 2837 J. S. Cox, Sept. 30, 1902

Olympic, 2837 J. S. Cox, Oct. 10, 1902

Olympic, 2837 J. S. Cox, Oct. 20, 1902

Olympic, 2837 J. S. Cox, Oct. 30, 1902

Olympic, 2837 J. S. Cox, Nov. 10, 1902

Olympic, 2837 J. S. Cox, Nov. 20, 1902

Olympic, 2837 J. S. Cox, Nov. 30, 1902

Olympic, 2837 J. S. Cox, Dec. 10, 1902

Olympic, 2837 J. S. Cox, Dec. 20, 1902

Olympic, 2837 J. S. Cox, Dec. 30, 1902

Olympic, 2837 J. S. Cox, Jan. 10, 1903

Olympic, 2837 J. S. Cox, Jan. 20, 1903

Olympic, 2837 J. S. Cox, Jan. 30, 1903

Olympic, 2837 J. S. Cox, Feb. 10, 1903

Olympic, 2837 J. S. Cox, Feb. 20, 1903

Olympic, 2837 J. S. Cox, Feb. 28, 1903

Olympic, 2837 J. S. Cox, March 10, 1903

Olympic, 2837 J. S. Cox, March 20, 1903

Olympic, 2837 J. S. Cox, March 30, 1903

Olympic, 2837 J. S. Cox, April 10, 1903

Olympic, 2837 J. S. Cox, April 20, 1903

Olympic, 2837 J. S. Cox, April 30, 1903

Olympic, 2837 J. S. Cox, May 10, 1903

Olympic, 2837 J. S. Cox, May 20, 1903

Olympic, 2837 J. S. Cox, May 30, 1903

Olympic, 2837 J. S. Cox, June 10, 1903

Olympic, 2837 J. S. Cox, June 20, 1903

Olympic, 2837 J. S. Cox, June 30, 1903

Olympic, 2837 J. S. Cox, July 10, 1903

Olympic, 2837 J. S. Cox, July 20, 1903

Olympic, 2837 J. S. Cox, July 30, 1903

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

Indicated—

FOR STEAMSHIP CAPTAIN DATE.

SHANGHAI, Penang, P. O. S. N. Co., Ltd., About 2nd July.

SHANGHAI, Penang, P. O. S. N. Co., Ltd., About 4th July.

LONDON, Penang, P. O. S. N. Co., Ltd., Noon, 6th July.

LONDON, Penang, P. O. S. N. Co., Ltd., Noon, 11th July.

YMA VIA SHAL, Penang, P. O. S. N. Co., Ltd., About 12th July.

MOI AND KORE, Penang, P. O. S. N. Co., Ltd., About 12th July.

Calling at Penang and Colombo if sufficient inducement offers.

* See special advertisement.

* For Freight only.

For Freight or Passage, and further Particulars, apply to

E. A. HEWETT, Superintendent.

P. O. S. N. Co.'s Office,
Hongkong, July 1, 1902.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
LAISAN,

Captain PAYNE, will be despatched as
above on WEDNESDAY, the 2nd July,
at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 25, 1902.

1341

INDO-CHINA STEAM NAVIGATION
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THE Company's Steamship
LAISAN,

Captain PAYNE, will be despatched as
above on WEDNESDAY, the 2nd July,
at 3 p.m.

Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping of the Harbour are marked *v*, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Office.
4. From Harbour Office to the Market.
5. From the Market to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Flag	Reg.	Tonnage	Date of Arrival	Commodore or Agent	Destination	Remarks
Steamers.							
Amoy Maru	Japan	1873	1,000	June 29	Mitsui Bussan Kaisha	Swatow & Poochow	July 2.
Benbow	British	1873	1,000	June 29	Gibb, Livingston & Co.	Kobe	July 2.
Benbow	British	1873	1,000	June 29	Gibb, Livingston & Co.	Kobe	July 2.
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Benbow	British	1873	1,000	June 29	Gibb, Livingston & Co.	Kobe	July 2.
Benbow	British	1873	1,000	June 29	Gibb, Livingston & Co.	Kobe	July 2.

Vessels Advertised as Loading.

Destination	Vessel	Agent	Date of Loading
Australian Ports	Prinz Heinrich (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.
Bombay & Hongkong	Stearns (s)	Butterfield & Swire	July 2.

SHARE LIST.—QUOTATIONS.

JUNE 30th 1902.

Share	No. of Shares	Value	Price	Change	Quotation
Hongkong & Shanghai Bank Corp.	50,000	125	125	0	1250, sellers
National Bank of China, Limited	10,000	10	10	0	100, buyers
China Fire Insurance Co., Ltd.	10,000	100	100	0	1000, buyers
China Marine Insurance Co., Ltd.	10,000	100	100	0	1000, buyers
China National Trading Co., Ltd.	10,000	100	100	0	1000, buyers
China National Insurance Co., Ltd.	10,000	100	100	0	1000, buyers
China National Insurance Co., Ltd.	10,000	100	100	0	1000, buyers
China National Insurance Co., Ltd.	10,000	100	100	0	1000, buyers
China National Insurance Co., Ltd.	10,000	100	100	0	1000, buyers
China National Insurance Co., Ltd.	10,000	100	100	0	1000, buyers

TELEGRAMS.

VISIT.

and Mrs. Joseph.

Capt. & Mrs. E. A. Katsch

Mr. D. W. S. Mr. E. K. K.

Mr. E. H. Mr. A. F. A.

Mr. E. H. Mr. A. F. A.

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Mr. E. H. Mr. A. F. A.

SHIPPING.

ARRIVALS.

June 30.

Pekin, British steamer, 2,622, W. E.

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STEAMERS PASSED SUEZ CANAL.

(STANDARD TIME.)

June 30.

Pekin, British steamer, 2,622, W. E.

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